

June 14, 2022

Dear Secretary Pete Buttigieg, EPA Administrator Michael Regan, and Attorney General Merrick Garland,

We, the undersigned five organizations with over 6 million members and supporters, write to urge the **Environmental Protection Agency and National Highway Traffic Safety Administration to work with the Department of Justice to investigate Toyota for violations related to falsifying diesel engine performance and fuel economy data.**

In March of 2022, Hino, Toyota's truck subsidiary in Japan, admitted to [falsifying diesel engine performance and fuel economy data](#) in 115,000 trucks and buses. We call upon the EPA and NHTSA to investigate whether any of these trucks were sold or intended for sale in the U.S, and whether Toyota has engaged in similar falsification of data submitted to your agencies.

This most recent deceit by Toyota's truck division is not an isolated incident. It follows Toyota's recent [Clean Air Act violations](#) for systematic failure over ten years to report defects that interfered with pollution controls on vehicles sold in the United States. The company has shown a marked hostility to stronger auto pollution standards, teaming up with other automakers to urge President Trump to derail the 2012 auto emissions and CAFE rules they helped negotiate. Since then, Toyota sided with the Trump Administration in litigation to overturn California's Clean Air Act authority. Last year, it [lobbied](#) to weaken environmental safeguards while opposing purchase incentives for EVs, which the company does not manufacture. Toyota clearly has not learned from the example of Volkswagen's infamous [Dieselgate](#), the less well-known emissions cheating by [Fiat Chrysler](#) and [General Motors](#), and all the other automakers whose attempts at violating regulations were caught and penalized.

Emissions regulations and fuel economy standards are essential to keep our climate safe, air clean and to protect the health and safety of our families. Toyota's deceit is dangerous, as is the pollution spewed by its vehicles' tailpipes. It is critical that manufacturers' attempts to skirt U.S. regulations are investigated thoroughly to prevent emissions cheating from becoming a widespread practice.

We look forward to learning the facts from EPA's and NHTSA's investigations.

Sincerely,

Center for Biological Diversity
Public Citizen
Sierra Club
SumOfUs
Sunrise Project

cc:

Steven Cliff, Administrator, National Highway Traffic Safety Administration, Department of Transportation
Joseph Goffman, Principal Deputy Assistant Administrator, Office of Air & Radiation, EPA